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DEL REY OAKS
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DEL REY OAKS GENERAL PLAN UPDATE

PREPARED FOR THE CITY OF DEL REY OAKS

BY

COMMUNITY PLANNING CONSULTANTS
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

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NOVEMBER, 1987

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CITY OF DEL REY OAKS

GENERAL PLAN

Setting

The City of Del Rey Oaks is located on the Monterey Peninsula approximately 100 miles south of San Francisco and 300 miles north of Los Angeles. Separated from the dunes and sandy beaches of Monterey Bay by Roberts Lake and Laguna Grande, the City lies nestled in Canyon Del Rey and enjoys a wooded setting and moderate climate. The City is one of six cities on the Monterey Peninsula, generally bounded by the City of Seaside on the north, the Monterey Peninsula Airport on the west, the City of Monterey on the southeast and the Fort Ord Military Reservation on the east. Canyon Del Rey Road, or State Highway 218, forms the central spine of the City and intersects State Highway 1 to the northwest and State Highway 68 to the southeast.

At the time of incorporation in August, 1953, the City of Del Rey Oaks consisted of 157 acres with a total population of 1,509. The population at the time of the 1980 census was 1,557 which is below the 1970 figure of 1,873. The present City land area is 311.8 land acres or .49 square miles.

Residential use, both single family and multiple family dwellings, accounts for the majority of land use in Del Rey Oaks occupying 38.7 percent of City land. Streets and highways, at 20.9 percent of the total, account for the second largest land use. Finally, parks and open space occupy 19.2 percent of existing land use with the City's limits.

Introduction

Purpose

To establish and maintain a long range, comprehensive policy document for the physical development of the City of Del Rey Oaks.

Scope and Nature of the Plan

California state law (Government Code Section 65300) requires each city and county (including chartered cities) to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which ... bears relation to its planning." The role of each community's general plan is to act as a "constitution" for the development, the foundation upon which all land use decisions are to be based.

The preparing, adopting, implementing, and maintaining a general plan serves to:

GENERAL PLAN

Location

The City of Del Mar is located on the Monterey Peninsula approximately 180 miles south of San Francisco and 300 miles north of Los Angeles. Separated from the ocean and many beaches of Monterey Bay by a low ridge, the City lies on a narrow strip of land. The City is nestled in Canyon Way and enjoys a wooded setting and moderate climate. The City is one of six cities on the Monterey Peninsula, generally bounded by the City of San Jose to the north, the Monterey Peninsula Airport to the west, the City of Monterey to the southwest and the Fort Ord Military Reservation to the east. Canyon Way, or State Highway 56, forms the central spine of the City and connects Highway 1 to the northwest and State Highway 92 to the southeast.

At the time of incorporation in 1957, the City of Del Mar had a population of 17,000 and a total population of 1,500. The population at the time of the 1980 census was 1,557 which is below the 1970 figure of 1,411. The present City land area is 31.5 land acres or .49 square miles.

Residential use, both single family and multiple family dwellings, accounts for the majority of land use in Del Mar. Commercial use, primarily in City Center, accounts for 20.5 percent of the total. Industrial use, for the most part, is located in the City Center. Public and semi-public use, including land use with the City Center.

Introduction

Purpose

To establish and maintain a long range comprehensive policy document for the physical development of the City of Del Mar.

Scope and Nature of the Plan

California State Law (Government Code Section 65000) requires each city and county to prepare a general plan for the future development of the county or city, and any land use plan or ordinance which is inconsistent with the general plan is void. The purpose of the general plan is to set a "vision" for the future, the foundation upon which all land use decisions are to be based.

The general plan, including the land use plan, is a general plan for the City of Del Mar.

- O Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.
- O Provide a basis for local government decision making.
- O Provide citizens with opportunities to participate in the planning and decision making processes of local government.
- O Inform citizens, developers, decision makers, and other cities and counties of the ground rules that will guide development within the community.

The general plan bridges the gap between community values and actual physical decisions.

Since the adoption of general plan consistency requirements in 1971, the significances of the general plan in respect to the physical development of cities and counties has greatly increased. If inconsistency exists between the general plan, its elements, and/or its implementing ordinance, land development may be impeded.

Contents of the general plan

Government Code Section 65302 specifies that the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

- | | |
|----------------------|--------------------|
| (a) land use...; | (e) open-space...; |
| (b) circulation...; | (f) noise...; and, |
| (c) housing...; | (g) safety.... |
| (d) conservation...; | |

The general plan of the City of Del Rey Oaks contains these mandatory elements with the conservation and open space elements being combined. The housing element is a separate document having been updated and adopted in its current form on May 27, 1986. The general plan elements are interrelated and consistent with each other.

The nature of the general plan and the planning process

In addition to the technical data which is the foundation of the plan and the forecast and projections for the future, the planning process includes features which are part of the planning process and necessary for the preparation and adoption of the plan. Included implicitly and explicitly are the following features and functions of the general plan and its process:

Identify the community's land use, allocation, environmental, economic, and social goals and policies as they relate to land use and development.

Provide a basis for local government decision making.

Provide citizens with opportunities to participate in the planning and decision making processes of local government.

Inform citizens, developers, decision makers, and other titles and residents of the sound values that will guide development within the community.

The general plan bridges the gap between community values and actual physical decisions.

Since the adoption of general plan development requirements in 1971, the significance of the general plan in respect to the physical development of cities and counties has greatly increased. It encompasses a wide range of the general plan, its elements, and the implementing ordinance, land development and the physical environment.

Contents of the general plan

Government Code Section 53300 requires that the general plan shall consist of a statement of development policies and shall include a statement of direction and goals, setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) Land use...	(b) Open space...
(c) Circulation...	(d) Air quality...
(e) Housing...	(f) Safety...
(g) Conservation...	

The general plan of the City of San Jose contains these mandatory elements with the understanding that open space elements being completed. The housing element is a separate document having been updated and adopted in the current form on May 11, 1988. The general plan elements are interrelated and consistent with each other.

The nature of the general plan and the technical program

In addition to the technical data which is the foundation of the plan and the research and projections for the future, the planning process includes factors which are part of the planning process and necessary for the projection and adoption of the plan. Included implicitly and explicitly are the following factors and functions of the general plan and the process:

Assumptions. Assumptions are conditions, events or forces that are expected to exist or occur no matter what we do in a particular planning effort.

Community General Plans, for example, can influence a great many things, but they can neither cause nor prevent everything. Those things which fall outside the plan's scope but will, nevertheless, have a significant impact on it, are called assumptions. Anticipated regional growth is a common example.

Issues. Issues are those subjects of importance to a community that can be influenced by that community. They ought to be included in its General Plan and dealt with in actions to carry out the plan.

Some issues are relatively common to most communities; others may be very localized and somewhat unique. We usually think of issues as problems to be solved. An issue poses a question; the General Plan and its related tools should provide the preferred answer out of the possible choices considered.

Opportunities. Opportunities are existing or future situations that provide an effective way to respond to an issue.

Frequently they can be strengthened or accelerated by decisive local action.

Constraints. Constraints are physical, economic or political circumstances which impede or make more difficult the response to an issue.

Frequently they can be overcome to some degree by decisive, timely, coordinated local action.

Goals. Goals are general statements of desired future conditions toward which community effort will be directed. A goal is general not quantifiable, time-dependent or suggestive of specific actions for its achievement.

Implementation Measure. An implementation measure is an action, procedure, program or technique that carries out general plan policy.

Objective. An objective is a specific end, condition or state that is an intermediate step toward attaining a goal. It should be achievable and, when possible, measurable and time-specific. An objective may only pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.

Plan Proposal. A plan proposal is a description of how development policies affect an area. Local governments often express plan proposals in the form of a general plan diagram.

Policy. A policy is a specific statement that guides decision making. It indicates a clear commitment of the local legislative body. A policy is based on a general plan's goals and objectives as well as the analysis of data. A policy is effectuated by implementation measures.

Principle. An assumption, fundamental rule or doctrine guiding general plan policies, proposals, standards and implementation measures. Principles are based on community values, generally accepted planning doctrine, current technology and the general plan's goals and objectives.

Standards. A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Standards define the abstract terms of goals, objectives and policies with concrete specifications.

First Example. A plan proposed in a description of the
development of a policy effect in area. Local government
often require plan proposals in the form of a general plan
document.

Second. A policy is a specific statement that guides
decision making. It indicates a clear commitment of the
local legislative body. A policy is based on a general
plan's goals and objectives as well as the results of data.
A policy is effected by legislative measures.

Third. An action plan, which is a specific plan of action
to achieve a goal. It includes a clear statement of the
action to be taken, the resources to be used, and the
responsibility assigned. It also includes a clear
statement of the goals and objectives to be achieved.

Fourth. A plan of action is a specific statement of the
action to be taken, the resources to be used, and the
responsibility assigned. It also includes a clear
statement of the goals and objectives to be achieved.

ANALYSIS OF PROBLEMS, NEEDS AND ISSUES
FACING THE CITY OF DEL REY OAKS

An 11-member Planning Advisory Committee (PAC) was formed in November, 1974, providing an early opportunity for citizen participation and involvement in General Plan formulation. The PAC's principal duties included: 1) identification of community problems, needs and issues; 2) formulation of goals and policies; 3) recommendations on implementation priorities; and 4) review of General Plan drafts.

The following analysis has been updated following review of current conditions effecting Del Rey Oaks and the progress that has been made since adoption of the 1975 General Plan.

Land Use

COMMERCIAL

Problems:

storage areas lack proper screening

failure of some applicants to install and maintain landscaping

Needs:

lack of design guidelines for the development of commercially zoned areas

PARKS & RECREATION

Problems:

existing tennis courts are too crowded

pedestrian trails to schools and parks need maintenance

Needs:

a long-range City park improvement plan is needed to address park facility needs, maintenance and beautification

a better organized summer recreation program is needed

Issues:

no tot-lots (mini-parks or fenced playgrounds) in existing residential areas

ANALYSIS OF PROBLEMS, NEEDS AND ISSUES
RELATIVE TO THE 1975 GENERAL PLAN

An 11-member Planning Advisory Committee (PAC) was formed in November, 1974, to provide an early opportunity for citizens participation and involvement in General Plan formulation. The PAC's primary duties include: 1) identification of community problems, needs and issues; 2) formulation of goals and policies; 3) recommendations on implementation policies; and 4) review of General Plan drafts.

The following analysis has been updated following review of current conditions affecting San Jose and the progress that has been made since adoption of the 1975 General Plan.

LAND USE
CONSERVATION

Problems:

Existing areas lack proper fencing
Failure of some applicants to install and maintain
landscaping

Needs:

Need for design guidelines for the development of
commercially zoned areas

PAGE 2 REVISION

Problems:

Existing tennis courts are too crowded
Inadequate trails to schools and parks need maintenance

Needs:

A long-range city park improvement plan is needed to address
park facility needs, maintenance and beautification
A better organized summer recreation program is needed

Issues:

No fee-for (mini-parks or leased playgrounds) in relation
to residential areas

PUBLIC FACILITIES & URBAN SERVICES

Problems:

increased siltation of Canyon Del Rey drainage channel

flooding history at Rosit Road, Frog Pond and 17-acre at north/south road

Needs:

lack of a recreational or community center suitable for a wide variety of activities

Issues:

some houses in the City are still using septic tanks

concern for quality of surface water in Del Rey Oaks

INTERGOVERNMENTAL COOPERATION

Problems:

lack of communication between City government and Del Rey Oaks citizens

lack of publicity in Monterey Peninsula Herald newspaper

lack of communication between City and surrounding cities and agencies in the absence of crises

Issues:

City is on unequal terms in keeping abreast and involved in matters affecting it

Circulation/Scenic Highway

AUTOMOBILE

Problems:

inadequate left-turn stacking on Canyon Del Rey Road for left turn to Fremont Avenue

right-turn only lane on Fremont conflicts with Monte Mart driveway opening

too much through traffic on Carlton Drive

Issues:

potential increased traffic volumes on Canyon Del Rey Road

Background:

Increased utilization of Canyon Del Rey drainage channels
flooded history at Point Road, 19th Road and 17th Road at
approximately 1900.

Issues:

Lack of a conceptual framework or conceptual model for a
wide variety of activities.

Issues:

Some progress in the City and State water supply issues
concern the quality of surface water in Del Rey area
environmental protection.

Background:

Lack of communication between City government and Del Rey
State officials
Lack of publicity in community media and newsprint
Lack of coordination between City and surrounding areas
and agencies in the sharing of information.

Issues:

City is an important factor in keeping streets and highways in
excellent condition.

Environmental Impact

environmental

Background:

Investigate 19th-20th century on Canyon Del Rey road for
left turn to historic house
Light-brown only lane on Canyon Del Rey road with historic house
diversion of water
New road through traffic on Canyon Drive

Issues:

City has increased traffic volume on Canyon Del Rey road

impact of proposed Canada de la Segunda upon Canyon Del Rey Road

PEDESTRIAN/BICYCLE

Problems:

some pathways are not properly maintained

Needs:

lack of a continuous system or network of sidewalks and pathways in the City

lack of adequate pedestrian path and bikeroute along Canyon Del Rey Road

need to coordinate with the Monterey County Transportation Commission on sources of funding for bikeways and sidewalks

PUBLIC TRANSIT

Issues:

some areas of the City are not directly served by public transit

AIRPORTS

Issues:

type and intensity of land uses on airport property

how much further should the airport grow?

impacts upon Del Rey Oaks from planned airport expansion

SCENIC HIGHWAY

Issues:

concern that the southern entrance to the City via Highway 68 may visually deteriorate

Housing

Problems:

low vacancy rate, high rental and mortgage rates and many other housing problems are tied to Peninsula and regional markets

lack of undeveloped land on which to construct new housing

largest of groups - Canada as it stands upon the Bay
land

CONCLUSIONS

Summary

Some features are not properly maintained

Notes

Land at a considerable distance on either side of the Bay
features in the City

Land at a considerable distance on either side of the Bay
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APPENDIX

Notes

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features in the City

Land at a considerable distance on either side of the Bay
features in the City

Issues:

potential for multi-family housing

impact of airport upon existing and proposed residential areas

Conservation/Open Space

Issues:

protection of natural areas for wildlife

protection of natural drainageways

Safety

Issues:

management of potential seismic hazard areas

potential for damage to property and loss of life due to geologic hazards

Noise

Issues:

noise related effects of increased traffic volumes on Canyon Del Rey Road

noise related effects of airport expansion

12/1/77

proposed for multi-family housing
impact of airport upon existing and proposed residential
areas

Environmental Impact Study

12/1/77

protection of natural areas for wildlife
protection of natural shoreways

Notes

12/1/77

management of potential natural areas
potential for damage to property and loss of life due to
geologic hazards

Notes

12/1/77

noise related effects of proposed traffic volume on highway
for 1977
noise related effects of airport expansion

GOALS AND POLICIES

Land Use

TO ENHANCE THE BEAUTY, HEALTH AND SAFETY AND QUALITY OF LIFE FOR RESIDENTS OF THE CITY OF DEL REY OAKS.

1. The City of Del Rey Oaks must communicate and coordinate with abutting jurisdictions to assure that all development projects and actions are consistent with the goals and policies contained in the General Plan, and that such projects and actions shall minimize adverse community and environmental impacts.
2. Undergrounding of Utilities and other forms of beautification shall be pursued as practicable on public and private property.

TO PROMOTE COMMERCIAL USES IN COMMERCIAL ZONED AREAS WHICH ARE COMPATIBLE TO SURROUNDING LAND USES.

1. New commercial uses shall not generate excessive noise, smoke, odor or traffic which might adversely affect existing uses.
2. New commercial uses shall not generate glare, bright lights, or electrical interference that would affect airport operations.
3. The appropriateness of new commercial uses should consider revenue-enhancement as a factor, when such uses are found to be environmentally acceptable to the community and compatible with other land uses.

TO ESTABLISH DESIGN GUIDELINES FOR THE DEVELOPMENT OF COMMERCIAL ZONED AREAS.

1. Design standards and guidelines for commercially zoned areas shall include, but not be limited to, visual appearance, landscaping, screening of storage and trash; and building bulk, height, exterior treatment and relationship to Canyon Del Rey Road.

TO ESTABLISH DESIGN GUIDELINES FOR THE DEVELOPMENT OF RESIDENTIALLY ZONED AREAS.

1. Design standards and guidelines shall be developed to ensure that new and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.
2. Efforts shall be made to control long-term parking of vehicles on streets and boats, trailers and recreation

STATE AND LOCAL POLICIES

Land Use

TO EXAMINE THE EFFECTS OF LAND USE AND DEVELOPMENT ON THE QUALITY OF THE ENVIRONMENT OF THE CITY OF NEW YORK.

1. The City of New York shall encourage and coordinate with other jurisdictions to ensure that all development projects and actions are consistent with the goals and policies outlined in the overall plan, and that such projects and actions shall include active community and environmental involvement.

2. Understanding of the effects and other factors on development shall be covered as practicable in the plan and given priority.

TO EXAMINE THE EFFECTS OF LAND USE AND DEVELOPMENT ON THE QUALITY OF THE ENVIRONMENT OF THE CITY OF NEW YORK.

1. New commercial developments and projects shall be encouraged which might adversely affect existing areas.

2. New commercial developments shall not generate noise, light, or other environmental impacts that would affect existing areas.

3. The development of new commercial areas should consider environmental impacts as a factor, with such areas being to be environmentally sensitive to the community and compatible with other land uses.

TO EXAMINE THE EFFECTS OF LAND USE AND DEVELOPMENT ON THE QUALITY OF THE ENVIRONMENT OF THE CITY OF NEW YORK.

1. Urban standards and guidelines for environmentally sound areas shall include, but not be limited to, visual impacts, noise, air quality, and other environmental factors and shall be consistent with the overall plan and the City of New York.

TO EXAMINE THE EFFECTS OF LAND USE AND DEVELOPMENT ON THE QUALITY OF THE ENVIRONMENT OF THE CITY OF NEW YORK.

1. Urban standards and guidelines shall be developed to ensure that new urban developments and existing developments are consistent with the overall plan and the City of New York.

2. Urban standards shall be made to ensure that new urban developments and existing developments are consistent with the overall plan and the City of New York.

vehicles on property where they detract from the orderly appearance of the neighborhood.

TO PLAN, DEVELOP AND MAINTAIN CITY PARKS THAT ARE SAFE, CLEAN AND BEAUTIFUL.

1. Park master plans should address park signing, lighting, landscaping, play facilities, vandalism, maintenance of tennis courts and the provisions of parking consistent with park capacities.
2. Landscaping should include trees for windbreaks as well as beautification.

TO EXPAND PARK ACTIVITIES AND OPPORTUNITIES TO SERVE THE DIVERSE RECREATION NEEDS OF DEL REY OAKS RESIDENTS.

1. Recreation programs and facilities should be established for the use of all segments of the Community.
2. New residential developments should provide recreation areas or mini-parks and, wherever feasible, mini-parks should be created to serve existing residential neighborhoods.

TO IMPROVE AND MAINTAIN PEDESTRIAN PATHS AND BIKEWAYS.

1. A continuous network of pedestrian paths and bike-routes should be created to link existing parks and open space areas to peninsula and county-wide networks.
2. Existing paths should be maintained at a high level for purposes of both safety and aesthetic reasons.

TO PRESERVE AND PROTECT THE WATER QUALITY, FLOW AND LOW TURBIDITY OF THE CANYON DEL REY DRAINAGEWAY.

1. Surface water quality shall be maintained, and areas of ground water recharge kept free of development and contamination.
2. The City should work closely with the Seaside Sanitation District and the County Health Department in encouraging all homes to be connected to the sanitary sewer system.

TO MINIMIZE FLOODING THROUGH PERIODIC MAINTENANCE OF ALL DRAINAGE CHANNELS AND CULVERTS.

1. Water runoff and velocity should be regulated at any contruction site.
2. The City should communicate and coordinate with surrounding jurisdictions in preventing channel erosion

vehicles as property when they belong to the
regularly appearance of the neighborhood.

TO MAINTAIN AND IMPROVE THE QUALITY OF THE ENVIRONMENT
AND THE QUALITY OF LIFE.

1. Each owner shall maintain the property in a
clean, safe, and attractive condition, and shall
maintain the property in a safe and attractive
condition.

2. The owner shall maintain the property in a
safe and attractive condition.

TO MAINTAIN AND IMPROVE THE QUALITY OF THE ENVIRONMENT
AND THE QUALITY OF LIFE.

1. The owner shall maintain the property in a
safe and attractive condition.

2. The owner shall maintain the property in a
safe and attractive condition.

TO MAINTAIN AND IMPROVE THE QUALITY OF THE ENVIRONMENT
AND THE QUALITY OF LIFE.

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TO MAINTAIN AND IMPROVE THE QUALITY OF THE ENVIRONMENT
AND THE QUALITY OF LIFE.

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TO MAINTAIN AND IMPROVE THE QUALITY OF THE ENVIRONMENT
AND THE QUALITY OF LIFE.

1. The owner shall maintain the property in a
safe and attractive condition.

2. The owner shall maintain the property in a
safe and attractive condition.

and siltation in Del Rey Oaks due to increased water runoff from urban development in upland areas.

3. Storm drainage facilities must be capable of accommodating projected use before that use is imposed on them.
4. Future studies of the need, design and alignment of improvements to the Canyon Del Rey storm drain facility should consider the needs and concerns of Del Rey Oaks residents.

TO ENCOURAGE CITIZEN PARTICIPATION IN CITY GOVERNMENT.

1. The ACORN should be used as a medium to increase community input and feedback on City programs.
2. Citizens wishing to volunteer their time to work with the City Council and Planning Commission should be encouraged to do so.

TO PARTICIPATE FULLY WITH OTHER CITIES AND AGENCIES ON MATTERS WHICH TRANSCEND CORPORATE BOUNDARIES.

1. City goals and policies should receive wide circulation.
2. Adjoining cities, special districts, the County and regional agencies should be consulted and requested to consult the City of Del Rey Oaks on matters of zoning, land use planning, transportation planning and watershed management.
3. The City should continue to support the Association of Monterey Bay Area Governments in its efforts to disseminate information and developing technical assistance programs.

Circulation/Scenic Highway

TO MINIMIZE THROUGH TRAFFIC AND RELATED EFFECTS OF INCREASED TRAFFIC VOLUMES, ACCIDENTS, NOISE, FUMES, DIRT/GRIME, ROAD WIDENING AND SOCIAL DISRUPTION.

1. Streets and highways which could serve as alternate routes and discourage an increase of trips on Canyon Del Rey Road should be supported.
2. All plans for widening Highway 68 should be designed to reduce the total traffic impact on Canyon Del Rey Road and the City of Del Rey Oaks.

and situated in Del Rey Oaks and to increased water
small flow upon development in urban areas.

3. State design facilities must be capable of
accommodating projected use before that use is required
on them.

4. Future studies of the need, design and alignment of
improvements in the Canyon del Rey area should include
studies considering the needs and concerns of Del Rey Oaks
residents.

TO ENCOURAGE CIVIC PARTICIPATION IN CITY GOVERNMENT.

1. The RCDD should be used as a medium for citizens
community input and feedback on city programs.

2. Citizens wishing to volunteer their time to work with
the City Council and Planning Commission should be
encouraged to do so.

TO PARTICIPATE FULLY WITH OTHER CITIES AND AGENCIES ON MATTERS WHICH INVOLVE COMMONLY CONCERNED INTERESTS.

1. City goals and policies should reflect a wide
perspective.

2. Involving citizens, special districts, the County and
various agencies should be encouraged and requested to
consult the City of Del Rey Oaks on matters of mutual
interest and planning. Interdepartmental planning and
coordination should be encouraged.

3. The City should continue to support the Association of
Metropolitan Area Governments in its efforts to
obtain information and develop technical
assistance programs.

CIVIL RIGHTS AND FAIRNESS

TO MINIMIZE THROUGH TRAFFIC AND RELATED EFFECTS OF INCREASED TRAFFIC VOLUMES, ACCIDENTS, NOISE, AIR QUALITY, ROAD WEAR AND SOCIAL IMPACTS.

1. Traffic and noise levels which could serve as a deterrent
to the use of the Canyon del Rey area should be avoided.

2. All plans for the Canyon del Rey area should be designed to
reduce the total traffic loads in Canyon del Rey Oaks
and the City of Del Rey Oaks.

TO IMPROVE AND MAINTAIN EXISTING STREETS AND HIGHWAYS.

1. All City streets should be kept well paved, marked and free of road hazards and debris.

TO CREATE A CONTINUOUS NETWORK OF PEDESTRIAN PATHS AND BIKEWAYS.

1. Pedestrian paths and bikeways should be constructed to link to paths and bikeways proposed by adjacent jurisdictions.
2. Pedestrian paths in the City should link residential areas with parks, schools, places of employment and other activity areas.
3. Pedestrian paths and bikeways should be included in new subdivisions.

TO ENCOURAGE THE USE OF PUBLIC TRANSIT IN THE CITY OF DEL REY OAKS.

1. Public transit on the Peninsula should be improved and expanded to appeal to commuters, as well as captive riders such as senior citizens and low- and moderate-income persons.

TO FOSTER A COMPATIBLE RELATIONSHIP BETWEEN THE CITY OF DEL REY OAKS AND THE OPERATION OF THE AIRPORT.

1. The airport should not expand its present operation. If expansion is necessary to accommodate projected passenger demand, it should be moved away from populated areas prior to further improvement and capital investments.
2. The airport should not develop non-aviation related commercial that would compete with the local market for light industry, research/office and commercial uses or be considered incompatible with Del Rey Oaks residential areas.

TO CREATE AND MAINTAIN PLEASANT CITY ENTRANCES AND SCENIC VIEWS FROM CANYON DEL REY ROAD.

1. New development along Canyon Del Rey Road should be reviewed from the standpoint of the "view from the road," in addition to normal site plan review criteria. Buildings should be modulated for interest and softened by trees and landscaping.
2. Native vegetation along Canyon Del Rey Road should be preserved and entrances beautified by landscaping.

TO IMPROVE AND MAINTAIN EXISTING STREETS AND HIGHWAYS.

1. All City streets should be kept well paved, graded and free of potholes and debris.

TO CREATE A COORDINATED NETWORK OF REGIONAL RURAL AND HIGHWAYS.

1. Regional roads and highways should be constructed and maintained to provide for efficient movement of goods and services.
2. Regional roads in the City should have sufficient width, grade, drainage, and other features to ensure safe and efficient travel.
3. Regional roads and highways should be located in new locations.

TO ENCOURAGE THE USE OF PUBLIC TRAVEL IN THE CITY OF DEL RIO.

1. Public travel on the Del Rio area should be encouraged and supported to provide for convenient and safe travel.

TO PROMOTE A COORDINATED NETWORK OF RURAL AND HIGHWAYS AND THE OPERATION OF THE SYSTEM.

1. The network should not depend on private operation. It is necessary to encourage private operation of the network. It should be encouraged to provide for efficient movement of goods and services.
2. The network should not depend on private operation. It is necessary to encourage private operation of the network. It should be encouraged to provide for efficient movement of goods and services.

TO CREATE AND MAINTAIN EXISTING CITY STREETS AND HIGHWAYS WITHIN THE CITY OF DEL RIO.

1. New development should be encouraged to provide for efficient movement of goods and services.
2. Existing development should be encouraged to provide for efficient movement of goods and services.

Housing (The Housing Element has been adopted as a separate General Plan document by City Council action in 1986). The following are the basic goals of the Housing Element.

1. To promote the development of housing to meet the needs of all segments of the population of Del Rey Oaks.
2. To increase the availability of affordable housing units.
3. To encourage the rehabilitation or redevelopment of aging sections of the community's housing stock.
4. To encourage the use of energy conserving measures in new housing.
5. To discourage discrimination in all segments of the community housing market.
6. To promote cooperation between the city, public and private organizations concerned with housing cost, availability and quality.

Conservation/Open Space

TO PROTECT THE NATURAL RESOURCES OF THE CANYON DEL REY DRAINAGEWAY.

1. The City should actively communicate and coordinate with surrounding jurisdictions and water agencies in preventing erosion, pollution and siltation of the Canyon Del Rey drainage system.
2. Wildlifehabitat and wildlife corridors shall be preserved.
3. Existing vegetation shall be subject to only minimal cutting and removal, and then only when proven unavoidable.
4. The existing system of greenbelts and open spaces should be preserved and expanded to link with peninsula-wide systems.

TO DISCOURAGE DEVELOPMENT OF AREAS THAT SHOULD BE PERMANENTLY PROTECTED FOR FUTURE GENERATIONS BECAUSE OF THEIR IMPORTANCE IN MAINTAINING VEGETAION AND WILDLIFE, PROTECTING PUBLIC HEALTH AND SAFETY OR OTHERWISE IMPROVING THE NATURAL ENVIRONMENT.

1. The Frog Pond must be preserved and protected in open space.
2. A greenbelt should be created along the Canyon Del Rey drainageway.

During the project, the project team has been advised as a separate
Special Team document by City Council action in 1991. The
following are the basic goals of the project team.

1. To promote the development of housing to meet the needs
of all residents of the City of New York.
2. To improve the availability of affordable housing
units.
3. To encourage the rehabilitation or replacement of
existing housing of the city's housing stock.
4. To encourage the use of energy-conserving measures in
new housing.
5. To encourage the development of all segments of the
community housing market.
6. To promote cooperation between the city, public and
private organizations concerned with housing cost,
availability and quality.

CONSTITUTIONAL BASIS

TO PROTECT THE NATURAL RESOURCES OF THE CANYON DEL REY
RESERVATION.

1. The City should actively monitor and coordinate
with surrounding federal, state and local agencies in
protecting existing, potential and future of the
Canyon Del Rey Natural Reserve.
2. With the state and federal government shall be
preserved.
3. Related resources shall be subject to only minor
modification and removal, and when only when these
resources are needed.
4. The existing system of roads, trails and open spaces
shall be preserved and expanded to limit with
potential future development.

It is the policy of the City of New York that the City of New York
shall protect the natural resources of the Canyon Del Rey
Reservation and shall protect the natural resources of
the Canyon Del Rey Reservation.

1. The City should actively monitor and coordinate
with surrounding federal, state and local agencies in
protecting existing, potential and future of the
Canyon Del Rey Natural Reserve.
2. A reservation should be created to protect the Canyon Del Rey
Reservation.

3. All lands within 660 feet of any active or potentially active fault, lands of 25% slope and above, unstable soil areas and areas subject to periodic flooding should generally be kept free of development until detailed geotechnical studies prove these lands safe to the City's satisfaction.

Water Conservation

TO RECOGNIZE THAT WATER RESOURCES ON THE MONTEREY PENINSULA ARE LIMITED AND THAT CONSERVATION OF WATER WILL ALWAYS BE NECESSARY.

1. Water conservation methods will be encouraged in the community and when necessary mandated as required by the Monterey Peninsula Water Management District.
2. Water usage and conservation of water will be considered as part of all land use decisions.

Safety

TO REDUCE LOSS OF LIFE, INJURIES, DAMAGE TO PROPERTY, AND ECONOMIC AND SOCIAL DISLOCATIONS RESULTING FROM EARTHQUAKES, FIRE AND GEOLOGIC OCCURRENCES.

1. Uses of land should be controlled to avoid exposure to risk in excess of the level defined as "Acceptable Risk," Appendix II.
2. Critical facilities, such as major transportation links, communications and utility lines, and emergency shelter facilities should be located, designed and operated in a manner which maximizes their ability to remain functional after a great earthquake or other natural disaster (e.g., fire, flooding, natural slope failure or mudslide).
3. In those instances where critical facilities are located in or where they cross high hazard areas, all reasonable measures should be taken to insure continuity or quick restoration of service in the event of earthquake, fire, or other natural disaster.
4. Standards for structural design and other building components should be formulated and applied to achieve safety consistent with acceptable levels of risk.
5. Existing structures and facilities should be evaluated to identify structural conditions which would present excessive risk in the event of a major earthquake or other natural disaster. Priority should be given to critical facilities and high occupancy facilities as defined in Table 5, Appendix II.

3. All lands within 500 feet of any active or potentially active fault, lands of the slope and above, and lands well above and away from the fault should generally be kept free of development until detailed geotechnical studies prove these lands safe for the City's utilization.

Water Conservation

TO RECOGNIZE THAT WATER RESOURCES OF THE MOUNTAIN TERRITORY ARE LIMITED AND THAT CONSERVATION OF WATER WILL ALWAYS BE NECESSARY,

1. Water conservation methods shall be encouraged in the community and when necessary mandated as required by the Monterey Peninsula Water Management District.
2. Water savings and conservation of water will be considered as part of all land use decisions.

Seismicity

TO PROTECT AGAINST LOSS, INJURY, DAMAGE TO PROPERTY, AND ECONOMIC AND SOCIAL DISRUPTIONS RESULTING FROM EARTHQUAKES, FIRE AND OTHER DISASTERS,

1. Areas of land should be controlled to avoid exposure to risk in zones of the level defined as "Acceptable Risk," Appendix II.
2. Critical facilities, such as major transportation lines, communications and utility lines, and emergency services facilities should be located, designed and operated in a manner which minimizes their ability to become inoperative after a great earthquake or other natural disaster such as fire, flooding, natural slope failure or landslides.
3. In those instances where critical facilities are located in areas where they create significant stress, all possible measures should be taken to insure continuity of public provision of services in the event of earthquake, fire, or other natural disaster.
4. Standards for structural design and other building requirements should be formulated and applied to achieve uniformity with seismicity levels of risk.
5. Existing structures and facilities should be evaluated in light of current conditions which would present a significant risk in the event of a great earthquake or other natural disaster. Relocating or demolishing existing facilities and high occupancy facilities as defined in Article II, Appendix II.

6. The public should be made aware of hazards and measures which can be taken to protect their lives and property.
7. Soils reports and geologic investigations shall be submitted in all instances in which available information indicates there is a substantial threat to life or property on any site.
8. The location and extent of areas covered by soil and geologic investigations received by the jurisdiction shall be recorded and the reports thereon shall be considered to be public records. Where appropriate, the results of such detailed investigations which be utilized to supplement and supersede more general information.

Policies Related To Specific Hazards
Ground Rupture

1. The land within 1/8 mile of active or potentially active faults shall be treated as a fault zone until accepted geotechnical investigations indicate otherwise.
2. Geotechnical investigations to improve the accuracy of mapping and further define the characteristics of the fault should be undertaken for all real estate developments, public facilities and structures for human occupancy proposed to be located in any fault zone.
3. High occupancy structures and critical facilities, except for utility lines and transportation links, should not be located in areas classified as IV, V, or VI on the Geotechnical Evaluation maps (scale 1:12,000) Exhibit A unless no other sites are feasible and only then when site specific seismic investigations are made and the structures involved are designated and constructed to withstand a great earthquake with damage limited to an acceptable level.
4. New roads, bridges and utility lines (either public or private) that cross active or potentially active fault traces should be designed and constructed in a manner which recognizes the hazard of fault movement. Water, gas and electric lines should be equipped with shut-off devices which utilize the best available technology for quick shut-off consistent with providing reliable service.
5. All existing utility lines that cross active or potentially active fault traces should be examined to determine their ability to survive fault movement in the amount likely to take place in the particular

4. The parties should be made aware of hazards and measures which can be taken to protect their lives and property.

5. All reports and geologic investigations shall be submitted in all instances to the appropriate authorities. Information furnished there is a confidential character and shall be kept confidential.

6. The location and extent of areas covered by soil and geologic investigations conducted by the investigation shall be recorded and the results thereof shall be submitted in a written report. Where appropriate, the results of such studies investigations shall be attached to equipment and equipment used for geologic investigations.

Relating Parties to Geologic Hazards

1. The party shall be made aware of active or potentially active faults which are situated on a fault area within the geologic investigation area.

2. Geologic investigations to improve the accuracy of mapping and further define the characteristics of the fault should be conducted for all faults within the investigation area. Facilities and structures for which emergency preparedness is required in any level shall be identified.

3. High occupancy structures and critical facilities, except for utility lines and communication lines, which are located in areas designated as IV, V, or VI on the Geologic Investigation map (see 1.12.100) shall be identified. A system of hazard areas shall be established and only those areas which are designated as high occupancy and critical facilities shall be identified. The investigation shall be conducted and the results thereof shall be submitted to the appropriate authorities for their review and approval.

4. New roads, bridges and utility lines which are located in areas designated as high occupancy and critical facilities shall be identified. The investigation shall be conducted and the results thereof shall be submitted to the appropriate authorities for their review and approval. The investigation shall be conducted and the results thereof shall be submitted to the appropriate authorities for their review and approval.

5. All existing utility lines shall be identified and the investigation shall be conducted and the results thereof shall be submitted to the appropriate authorities for their review and approval. The investigation shall be conducted and the results thereof shall be submitted to the appropriate authorities for their review and approval.

location. Utility companies should institute orderly programs of installing cut-off devices on these lines, starting with the lines that appear to be most vulnerable and those which serve the most people. Adequate emergency water supplies should be established and maintained in areas dependent upon water lines which cross active fault trances.

Ground Shaking

1. All structures should be designed and constructed to:
 - a. Resist minor earthquake with epicenter on closest potentially active fault without damage.
 - b. Resist moderate earthquake without structural damage, but with some non-structural damage allowable.
 - c. Resist major earthquake of the intensity or severity of the strongest experience in California without collapse, but with some structural as well as non-structureal damage allowable.
2. Structures and occupancies in Risk Classes 1, 2 and 3 should be designed and constructed to prevent damage from ground shaking in excess of the acceptable level identified with the relevant Risk Class in Table 5, Appendix II.
3. Dynamic ground motion analysis and responsive structural design should be required for all new major structures in Risk Classes 1, 2 and 3 as defined in Table 5, Appendix II.

Ground Failure

1. Placement of critical facilities and high occupancy structures in areas highly subject to ground failure should be avoided.
2. Any decision to locate any substantial structure in a location highly subject to ground failure should be based on careful consideration of alternatives and the probable costs and benefits as related to the risks. Adequate geotechnical investigations should be undertaken to provide necessary information.
3. No structure should be built in an area subject to ground failure unless mitigating measures are taken to limit damage to the levels specified in Table 5, Appendix II.

Incident. Within company should investigate whether
 amount of incident was not higher in some cases,
 starting with the fact that appear to be most
 vulnerable and those which have the most people.
 Adequate measures were taken which should be established
 and maintained in some dependent upon other lines
 which were active last time.

General Policy

1. All measures should be designed and maintained for
 - a. Active since beginning with attention on direct
 potentially active risk without damage.
 - b. Active since beginning without attention
 damage, but with some non-structural damage
 possible.
 - c. Active since beginning of the intensity of
 activity on the structural system in California
 without damage, but with some structural as well
 as non-structural damage possible.

2. Measures and objectives for Class I, 2 and 3
 should be designed and maintained to prevent damage
 from ground shaking intensity of the susceptible level
 identified with the relevant risk class in Table 2,
 Appendix II.

3. Dynamic ground motion analysis and responsive
 structural design should be required for all new major
 structures in Class I, 2 and 3 as defined in
 Table 1, Appendix II.

Design Criteria

1. The goal of seismic facilities and high occupancy
 structures is to remain largely unharmed to ground failure
 should be avoided.
2. Any decision to increase any structural structure in a
 location highly subject to ground failure should be
 based on careful consideration of alternatives and the
 probable costs and benefits as related to the risk.
 Adequate structural reinforcement should be
 considered in future emergency relocation.
3. An increase should be built in an area subject to
 ground failure where existing measures are taken to
 limit damage to the levels specified in Table 2,
 Appendix II.

Slope Failure

1. Lands of 25% slope and above should generally be kept free of development unless further detailed geotechnical studies prove to the City's satisfaction that these lands are safe for development.

Flooding

1. Any decision to locate any structure in a flood hazard zone should be based on careful consideration of alternatives and the probable costs and benefits as related to the risks.

Fires

1. An Appraisal of potential fire hazard should be conducted for adjoining undeveloped land and natural open space in the City including an assessment of available fire fighting facilities and methods of controlling fires caused by ruptured gas lines and fallen power lines.

Hazardous Materials

TO ENSURE THAT THE COMMUNITY WILL BE SAFE FROM THE TRANSPORTATION, STORAGE AND DISPOSAL HAZARDOUS MATERIALS.

1. The City shall cooperate with the state, county and other agencies to insure that all regulations are observed in regard to transportation, storage and disposal of hazardous materials and to include the monitoring of the use of such materials.

Noise

TO ENCOURAGE A REDUCTION IN AIRCRAFT NOISE IMPACT ON THE CITY OF DEL REY OAKS TO LEVELS SPECIFIED BY STATE NOISE STANDARDS.

1. Strong support shall be given to:
 - a. proposals for restricting the use of high noise emitting aircrafts;
 - b. State and Federal regulations to quiet jet engines;
 - c. reduction in flight frequency, particularly in the most noise sensitive time periods;
 - d. maintenance of restrictions on nighttime flights;
 - e. use of approach and departure flight paths that minimize noise over residential areas of the city; and

- f. use of the natural terrain, buildings and landscape buffers to shield noise emitted to residential areas.
 - g. Runway 6-24 should not be used due to noise and safety impacts of near by residences.
2. The Airport District should be encouraged to install a noise monitoring system that will provide information for setting local noise standards and provide a means of evaluating the effectiveness of noise abatement strategies.

TO MINIMIZE THE IMPACT OF HIGHWAY GENERATED NOISE UPON LAND USES
IN THE CITY OF DEL REY OAKS.

- 1. Emphasis shall be placed upon the reduction of noise through administrative and physical techniques, such as cluster zoning, Building Code regulations (sound-proofing, acoustical construction techniques), Health Code regulations, Architectural Control Committee review (acoustical architectural design, acoustical site planning, berms, landscape buffers) and Environmental Impact reporting.
- 2. Any future improvements to Canyon Del Rey must include noise attenuation measures to ensure that resultant indoor and outdoor noise levels are within recommended acceptable levels for residential land use.

General Plan Proposals

Land Use Element - The General Plan Diagram displays the existing and proposed densities and intensity of residential and commercial development. Developed and undeveloped land and their uses including housing units are tabulated and described in the technical report which is attached to the General Plan document. Included in the Land Use Element are the 150 unit condominium residential development under construction and the 17 acre commercial site which has been designated for hotel development. With development of these properties, no significant commercial and residential parcels remain available for development. Consistent with the Housing Element Goals toward achieving regional housing needs, higher density housing may be established in the future as a buffer between commercial and residential development where it would least impact the City.

Circulation Element - The General Plan does not forecast new streets or highways to be located within the City. Higher traffic volumes are expected on Canyon Del Rey, but less from new development within the City than from regional traffic which passes through. Traffic improvements, particularly in respect to Highway 68, will partially alleviate the present conditions at the 68/218 intersection. The future possibility of the necessity for widening Canyon Del Rey Road to four lanes has been recognized in the General Plan and other reports which address regional transportation needs. The obvious environmental damage that this widening and improvement would do to the community makes it mandatory that alternative solutions be considered by all the agencies involved.

General Plan Summary

Land Use Element - The General Plan shows the existing and proposed boundaries and locations of residential, commercial, industrial, agricultural, and recreational land use areas. The plan also shows the existing and proposed locations of major transportation facilities, including highways, railroads, and waterways. The plan shows the existing and proposed locations of major public facilities, including schools, hospitals, and government buildings. The plan shows the existing and proposed locations of major parks and recreational facilities. The plan shows the existing and proposed locations of major cultural and entertainment facilities. The plan shows the existing and proposed locations of major shopping and business centers. The plan shows the existing and proposed locations of major employment centers. The plan shows the existing and proposed locations of major government and public service centers. The plan shows the existing and proposed locations of major religious and community centers. The plan shows the existing and proposed locations of major health and medical centers. The plan shows the existing and proposed locations of major educational and research centers. The plan shows the existing and proposed locations of major cultural and artistic centers. The plan shows the existing and proposed locations of major sports and entertainment centers. The plan shows the existing and proposed locations of major government and public service centers. The plan shows the existing and proposed locations of major religious and community centers. The plan shows the existing and proposed locations of major health and medical centers. The plan shows the existing and proposed locations of major educational and research centers. The plan shows the existing and proposed locations of major cultural and artistic centers. The plan shows the existing and proposed locations of major sports and entertainment centers.

Transportation Element - The General Plan shows the existing and proposed locations of major transportation facilities, including highways, railroads, and waterways. The plan shows the existing and proposed locations of major public facilities, including schools, hospitals, and government buildings. The plan shows the existing and proposed locations of major parks and recreational facilities. The plan shows the existing and proposed locations of major cultural and entertainment facilities. The plan shows the existing and proposed locations of major shopping and business centers. The plan shows the existing and proposed locations of major employment centers. The plan shows the existing and proposed locations of major government and public service centers. The plan shows the existing and proposed locations of major religious and community centers. The plan shows the existing and proposed locations of major health and medical centers. The plan shows the existing and proposed locations of major educational and research centers. The plan shows the existing and proposed locations of major cultural and artistic centers. The plan shows the existing and proposed locations of major sports and entertainment centers. The plan shows the existing and proposed locations of major government and public service centers. The plan shows the existing and proposed locations of major religious and community centers. The plan shows the existing and proposed locations of major health and medical centers. The plan shows the existing and proposed locations of major educational and research centers. The plan shows the existing and proposed locations of major cultural and artistic centers. The plan shows the existing and proposed locations of major sports and entertainment centers. The plan shows the existing and proposed locations of major government and public service centers. The plan shows the existing and proposed locations of major religious and community centers. The plan shows the existing and proposed locations of major health and medical centers. The plan shows the existing and proposed locations of major educational and research centers. The plan shows the existing and proposed locations of major cultural and artistic centers. The plan shows the existing and proposed locations of major sports and entertainment centers.

Proposed Plan Implementation Measures
(Derived from "Proposals" as contained in 1995 General Plan)

Land Use

1. Amend C-1 District of the zoning ordinance to omit "R" zone residential uses as conditional uses of the C-1 District.
2. Amend Section 11-205 B-5: Other Conditions of the C-1 District to include a condition that new commercial uses "should not generate glare, electrical interference, smoke or bright lights which may interfere with aircraft operations."
3. Adopt a nuisance abatement ordinance which defines public nuisances and establishes a procedure for removal of visual nuisances, shacks, abandoned household items (chairs, sofas, appliances, etc.) garbage, and other debris at the property owner's expense should such nuisances accumulate on any developed or undeveloped property in the City.
4. As a condition of approval of applications for Conditional Uses, require perpetual landscape maintenance.
5. Withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications
6. Hire a professional landscape architect to prepare a master plan for Del Rey Park.
7. Apply an "O" Open Space Zoning District and adopt an ordinance which removes lot lines from the Final Subdivision Map for City-owned lots adjoining Del Rey Park on the west side.
8. Establish recreation programs and facilities for use of all segments of the Community.
9. Prepare and adopt a park dedication ordinance to require developers of residential developments to dedicate land for parks, pay an in-lieu fee to a City park acquisition and maintenance fund, or do both.
10. Request the State to construct a bikelane along Canyon Del Rey Road between Fremont Avenue and Highway 68.
11. A grade separated, pedestrian path should be constructed across Canyon Del Rey Road in the vicinity of the Work Avenue intersection with Canyon Del Rey Road.
12. Improve and maintain existing pedestrian paths in the City.
13. Homes presently on septic tanks will be allowed to remain on septic tanks provided that the septic tank system is in

good operating condition.

14. The County Health Department should check the surface water quality on a periodic basis.

15. Enlarge the culvert at Rosita Road to accommodate peak flows.

16. Maintain the northwestern portion of Work Memorial Park (behind Monte Mart) in open space use so as to retain peak runoff flows and reduce the potential for downstream flooding at Fremont and Del Monte Avenue.

Circulation/Scenic Highway

17. Maintain Canyon Del Rey Road as a two-lane, minor urban arterial and support the development of North-South Road as a collector street.

18. Extend the Canyon Del Rey Road sidewalk down Rosita Road to the bus stop.

19. Improve the pedestrian path from Via Verde to Angelus way.

20. Construct pedestrian path along Canyon Del Rey Road between Fremont Avenue and Del Rey Gardens Drive.

21. Encourage the provision of bicycle racks at Monte Mart and the Del Rey Gardens Drive commercial area.

22. Encourage Monterey Peninsula Transit to develop an express commuter bus that would pick up riders at designated points only and take them to major employment centers, i.e., Fort Ord, Del Monte Center, Seaside Auto Center, Downtown Monterey, Naval Postgraduate School, etc.

23. The City of Del Rey Oaks must work closely with adjoining cities, the Airport Board and the Airport Land Use Commission in implementing and enforcing the Comprehensive Land Use Plan for Monterey Peninsula Airport.

24. Locate and construct an entrance sign with landscaping at both ends of Canyon Del Rey Road.

Housing

25. Amend the City zoning ordinance to include a Planned Unit Development (PUD) zone to allow cluster residential and/or mixed use development.

26. Higher density housing should be considered in the future as a buffer between commercial and residential development where it would least impact the City.

your operating conditions.

14. The County Health Department should check the surface water quality on a periodic basis.

15. Review the subject of zoning laws to determine if they are adequate.

16. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

General Recommendations

17. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

18. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

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24. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

Conclusion

25. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

26. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate. Review the subject of zoning laws to determine if they are adequate.

Conservation/Open Space

26. Amend the City zoning ordinance to include an "O" Open Space Zone.

Safety

27. Amend zoning and subdivision regulations to include the following:

- (1) Setback requirements for critical facilities and structures for human occupancy with on set of distances related to "accurately located" fault traces and another set providing a greater margin of safety for fault traces not accurately located.
- (2) Procedure for evaluating suitability and conformity of the proposed development with Seismic Safety policy, proposals and programs.
- (3) Dedication of open space easements to prohibit construction within high hazard areas and put on record the nature of seismic hazards impacting any lot.
- (4) Where seismic hazards have been identified on any parcel of land, development should not be permitted until mitigating measures, adequate to hold risk to an acceptable level, are assured.

28. Adopt the current Edition of the Uniform Building Code including Chapter 23 with modifications, if necessary, to more adequately meet local conditions.

29. In responding to emergencies resulting from great earthquakes, flood, fire and other natural disasters, the City of Del Rey Oaks will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and Monterey County Emergency Plans.

Noise

30. Consider amending the Building Code to include noise level and accoustical construction standards.

31. Require an accoustical analysis of sites proposed for residential development and other development that may be affected by airport related noise.

32. Consider adoption of a noise control ordinance which would establish maximum noise levels for fixed noise sources (i.e., construction, lawnmowers and leaf blowers).

NEXT STEPS IN THE PLANNING PROCESS

The planning process is continuous involving citizen input and feedback during six basic steps:

1. Identification of problems, needs and issues;
2. Formulation of Goals and Policies;
3. Research, analysis and forecasting;
4. General Plan formulation;
5. Plan implementation; and
6. Plan amendment and update.

The Planning Commission may be directed by the City Council to prepare drafts of zoning ordinance amendments, programs or other legislation required for the execution of this plan and, once prepared, the Planning Commission may then recommend such measures to the City Council for adoption. The Planning Commission, as the planning agency, should generally advise and consult with the City Council and others on ways of carrying out the Plan.

After Plan adoption by the City Council, the Plan should be reviewed by the City Council and Planning Commission at least once a year. Annual Plan review helps to keep Plan Policies, Proposals and Programs fresh in mind and is a means of introducing the Plan to new officials in the event of a change in makeup of either body. If such review finds that modification is necessary, then a Plan amendment should be considered.

Plan proposals should be reviewed against Plan Goals and Policies for relevancy, and implementation progress should be thoroughly assessed. Background data for the Plan Elements should also be updated to assure Plan validity and accuracy.

WHAT IS THE PLANNING PROCESS?

The planning process is a continuing, evolving activity that involves the participation of all city residents and city officials.

1. Identification of problems, needs and interests;
2. Formulation of goals and policies;
3. Research, analysis and forecasting;
4. Development of alternatives;
5. Plan implementation and evaluation;
6. Plan amendment and update.

The Planning Commission is the body created by the City Council to provide a forum for the discussion and development of long-range plans and policies. The Commission is composed of seven members, including the Mayor, who are appointed by the City Council. The Commission's primary responsibility is to prepare and recommend to the City Council a comprehensive long-range plan for the city. The Commission also monitors the progress of the plan and recommends amendments as needed. The Commission's work is done in a public and open manner, with the City Council and the public being kept informed of its activities.

After the adoption of the City Council, the plan is then reviewed by the City Council and the Planning Commission. The Commission then prepares a report to the City Council, which includes the plan and the Commission's recommendations. The City Council then adopts the plan, which becomes the official long-range plan for the city. The Commission then monitors the progress of the plan and recommends amendments as needed. The Commission's work is done in a public and open manner, with the City Council and the public being kept informed of its activities.

The plan is then adopted by the City Council and becomes the official long-range plan for the city. The Commission then monitors the progress of the plan and recommends amendments as needed. The Commission's work is done in a public and open manner, with the City Council and the public being kept informed of its activities.

GLOSSARY

acceptable risk - the level of risk that the majority of citizens will accept without asking for governmental action to provide protection.

capital improvement - any nonrecurring major expenditure for physical facilities of government, such as expenditures for land acquisition, building construction, fixed equipment or facilities, landscaping or any similar expenditures.

Community Noise Equivalent Level (CNEL) - the average measurement of the level and intensity of individual noise events during a 24-hour period, adjusted to an "equivalent" level to account for the lower tolerance of people to noise during the evening and night.

critical facilities - power plants, large dams, utility centers, hospitals, emergency communication facilities and similar structures whose continuing function is critical to the preservation of life, protection of property or the continuing functioning of society.

decibel - a unit of measurement of the intensity or loudness of sound.

epicenter - the point on the earth's surface directly above the point of origin of an earthquake.

erosion - the process whereby earth materials are loosened, worn away, decomposed, dissolved, and transported from one place to another.

fault - a fracture in the earth's crust along which there has been displacement of the two sides relative to one another.

fault, active - a fault along which there has been displacement during the last 11,000 years.

fault, potentially active - a fault along which there has been displacement during the last 3 million years, but not during the last 11,000 years, and along which there might be displacement in the future.

fault zone - a zone or band consisting of interconnected, closely spaced faults and fault traces.

geotechnical - pertaining to geology - soils - engineering technology, studies, conditions, or events.

gross density - the ratio of total dwelling units to total acreage, including land used for streets, schools, parks, public and private open space, and commercial development.

ABSTRACT

Governmental role - the level of risk that the majority of citizens will accept without asking for governmental action to provide insurance.

Capital structure - the composition of a company's capital structure, including the mix of debt and equity, and the terms of the debt and equity.

Governmental risk - the risk that the government will not provide insurance to citizens in the event of a disaster, or that the government will provide insurance to citizens in the event of a disaster, but not in the event of a disaster.

Capital structure - the composition of a company's capital structure, including the mix of debt and equity, and the terms of the debt and equity.

Capital - a sum of money or assets that is used to finance a business or other enterprise.

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GLOSSARY, cont'd

ground failure - the failure of the ground due to the duration and intensity of shaking, the location and magnitude of an earthquake, and the characteristics and condition of the ground at the time of the quake.

ground rupture - a break in the earth's surface along an active fault; also called surface faulting.

ground shaking - the resonance and vibration of the ground due to faulting.

high occupancy structures - schools, churches, civic buildings and similar structures designed for high occupancy loads whose use after a disaster would be particularly convenient.

lateral spreading - the movement of loose soils over horizontal or low-angle slopes into open areas, caused by ground motion during an earthquake.

net density - the ratio of total dwelling units to the acreage used for residential purposes only, exclusive of land used for public streets and other purposes.

seismic - pertaining to earthquakes.

siltation - the transportation and deposition of eroded earth materials into drainage channels, ponds and other wetlands.

slope failure - rock falls, landslides, rock avalanches, mud and debris flows, and similar mass movements of loose rock, soil and water saturated and weathered materials.

soil, expansive - a soil susceptible to expansion in the presence of moisture.

structure for human occupancy - a structure that is regularly, habitually or primarily occupied by humans, excluding freeways, roadways, bridges, railways and airport runways.

TERMINOLOGY

Accretion - the failure of the ground due to the deposition of material, the intensity of which is determined by the intensity of the wind, and the characteristics and conditions of the ground at the time of the storm.

Accretion - a process in the earth's surface along an active front, also called surface accretion.

Accretion - the resistance and alteration of the ground due to accretion.

Accretion - a process in the earth's surface along an active front, also called surface accretion. The intensity of the wind, and the characteristics and conditions of the ground at the time of the storm.

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Accretion - a process in the earth's surface along an active front, also called surface accretion.

Accretion - the transportation and deposition of eroded material into drainage channels, ponds and other water bodies.

Accretion - a process in the earth's surface along an active front, also called surface accretion. The intensity of the wind, and the characteristics and conditions of the ground at the time of the storm.

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APPENDIX I. RELATIONSHIPS AMONG
GENERAL PLAN ELEMENTS

	Land Use	Circulation	Housing	Open Space	Conservation	Safety	Noise
Land Use		X	X	X	X	X	X
Circulation	X		X	X	X	X	X
Housing	X	X		X	X	X	X
Open Space	X	X	X		X	X	X
Conservation	X	X	X	X		X	
Seismic Safety	X	X	X	X	X	X	
Safety	X	X		X			
Noise	X	X	X	X			

X = Interrelated

ATTACHMENT I. RELATIONSHIP AMOUNT
RELATIVE PAIN RATING

RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING	RELATIVE PAIN RATING
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56
57	58	59	60	61	62	63	64
65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88
89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104
105	106	107	108	109	110	111	112
113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128
129	130	131	132	133	134	135	136
137	138	139	140	141	142	143	144
145	146	147	148	149	150	151	152
153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168
169	170	171	172	173	174	175	176
177	178	179	180	181	182	183	184
185	186	187	188	189	190	191	192
193	194	195	196	197	198	199	200

1 = least painful

APPENDIX II: ACCEPTABLE RISK-(IN RELATION TO STRUCTURES AND OCCUPANCIES)

This section: (a) defines the term "acceptable risk", (b) assigns 203
various structures, occupancies, and land uses to risk classes,
(c) defines what constitutes acceptable damage to structures in
each risk class, and (d) defines high hazard areas.

Acceptable Risk

The term "acceptable risk" is used to describe the level of risk that 204
the majority of citizens will accept without asking for governmental
action to provide protection. /To illustrate this point: consider
a site which is subject to occasional flooding. If the chances are
one in a thousand that the site will be flooded in any given year,
local citizens will probably accept that risk, without asking for
special protection. If the chances of flooding are one in ten, how-
ever, either governmental regulations would be enacted to keep
people from building on the site (in order to protect life and
property), or property owners would ask that government build
protection devices to control the flood waters./

Classification of Structures and Occupancies

Five classes of structures and occupancies are established for the 205
purpose of risk rating. The first two classes include critical
facilities and occupancies--those structures and occupancies which
are especially important for the preservation of life, the protection
of property, or for the continuing functioning of society. Less
critical structures and occupancies are included in Classes 3, 4, and 5.

Table 5, following, describes the kinds of facilities and occupancies in each class. Except where otherwise indicated, damage relates to damage that could be expected from an earthquake of magnitude 8.3 on the Richter scale with epicenter within 50 miles. This is similar in magnitude to the 1906 earthquake on the San Andreas fault (and is defined as a "great earthquake".)

206

High Hazard Areas - Definition

207

For the purpose of applying seismic safety policy, the following areas are defined as high hazard areas:

- zones 1/8 mile each side of active or potentially active faults.
- areas of Tsunami Hazard.
- areas on Map 5 indicated as "Underlain by Recent Alluvium" and "Relatively Unstable Upland Areas".
- Geotechnical Evaluation zones IV, V, and VI of Maps A through Q
- Geotechnical Evaluation zones V and VI Monterey Peninsula Map.

TABLE 5

LEVELS OF ACCEPTABLE RISK AND DAMAGE
RELATED TO KIND OF FACILITY AND OCCUPANCY

RISK CLASS 1 - HIGHLY CRITICAL STRUCTURES AND OCCUPANCIES

Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power intertie systems, plants manufacturing or storing explosives or toxic materials.

Acceptable Damage:* None which would expose large population to death or serious injury or impair the safety of the facility or disrupt its function.

RISK CLASS 2 - STRUCTURES CRITICALLY NEEDED AFTER DISASTER

Structures whose use is critically needed after a disaster: important utility centers; hospitals; fire, police, and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.

Acceptable Damage: Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service.

RISK CLASS 3 - HIGH OCCUPANCY STRUCTURES

Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings such as fire stations, secondary utility structures, extremely large commercial enterprises, most roads, alternative or noncritical bridges and overpasses.

Acceptable Damage: No structural damage which would materially impair safety; structures should remain usable; some impairment of function acceptable.

* Except where otherwise indicated "Acceptable Damage" relates to damage from the maximum probable earthquake, i.e. Richter magnitude 8.3 and epicenter within 50 miles. In most structures, it is expected that structural damage, even in a major earthquake, could be limited to repairable damage if the structures were properly designed and high hazard areas were avoided.

TABLE 2

LEVELS OF ACCEPTANCE FOR DAMAGE
RELATED TO KIND OF FACILITY AND OCCUPANCY

1ST CLASS 1 - HIGH OCCUPANCY AND OCCUPANCY

Structures where function is essential, or where failure might be catastrophic, such as bridges, dams, levees, power plants, etc., should be designed to resist damage to such extent that:

Acceptable Damage: There will be no significant loss of function or service, and the structure will be able to be repaired or replaced.

2ND CLASS 2 - STRUCTURES WHERE DAMAGE IS NOT CRITICAL

Structures where failure is not likely to result in a major loss of function or service, and where the structure is not essential to the safety of the community, such as bridges, dams, levees, etc., should be designed to resist damage to such extent that:

Acceptable Damage: There will be no significant loss of function or service, and the structure will be able to be repaired or replaced.

3RD CLASS 3 - HIGH OCCUPANCY STRUCTURES

Structures of high occupancy, or where failure might result in a major loss of function or service, such as bridges, dams, levees, power plants, etc., should be designed to resist damage to such extent that:

Acceptable Damage: There will be no significant loss of function or service, and the structure will be able to be repaired or replaced.

Structures where failure might result in a major loss of function or service, such as bridges, dams, levees, power plants, etc., should be designed to resist damage to such extent that:

TABLE 5 (continued)

RISK CLASS 4 - ORDINARY RISK TOLERANCE

The vast majority of structures in urban areas: most commercial and industrial buildings, small hotels, and apartment buildings, and single family residences.

Acceptable Damage: The vast majority of structures consist of commercial and industrial buildings, small hotels and apartment buildings, and single family residences, for which an "ordinary" degree of risk should be acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that buildings should be able to:

- a. Resist minor earthquakes without damage;
- b. Resist moderate earthquakes without structural damage, but with some non-structural damage;
- c. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural as well as nonstructural damage.

RISK CLASS 5 - MODERATE TO HIGH RISK TOLERANCE

Open space uses, such as farms, ranches, and parks without high occupancy structures; warehouses with low intensity employment storing non-hazardous materials.

Acceptable Damage: Not applicable.

RISK CLASS 4 - CHIMNEY AND ROOFWEATH

The vast majority of structures in urban areas, most commercial and industrial buildings, small hotels, and apartment buildings, and single family residences.

Assessable Damage: The vast majority of structures consist of commercial and industrial buildings, small hotels and apartment buildings, and single family residences. The "whisker" category, degree of risk would be acceptable. The criteria employed by the Federal Emergency Administration of Public Affairs provide the best definition of the "whisker" level of acceptable risk. These criteria require that buildings should be able to:

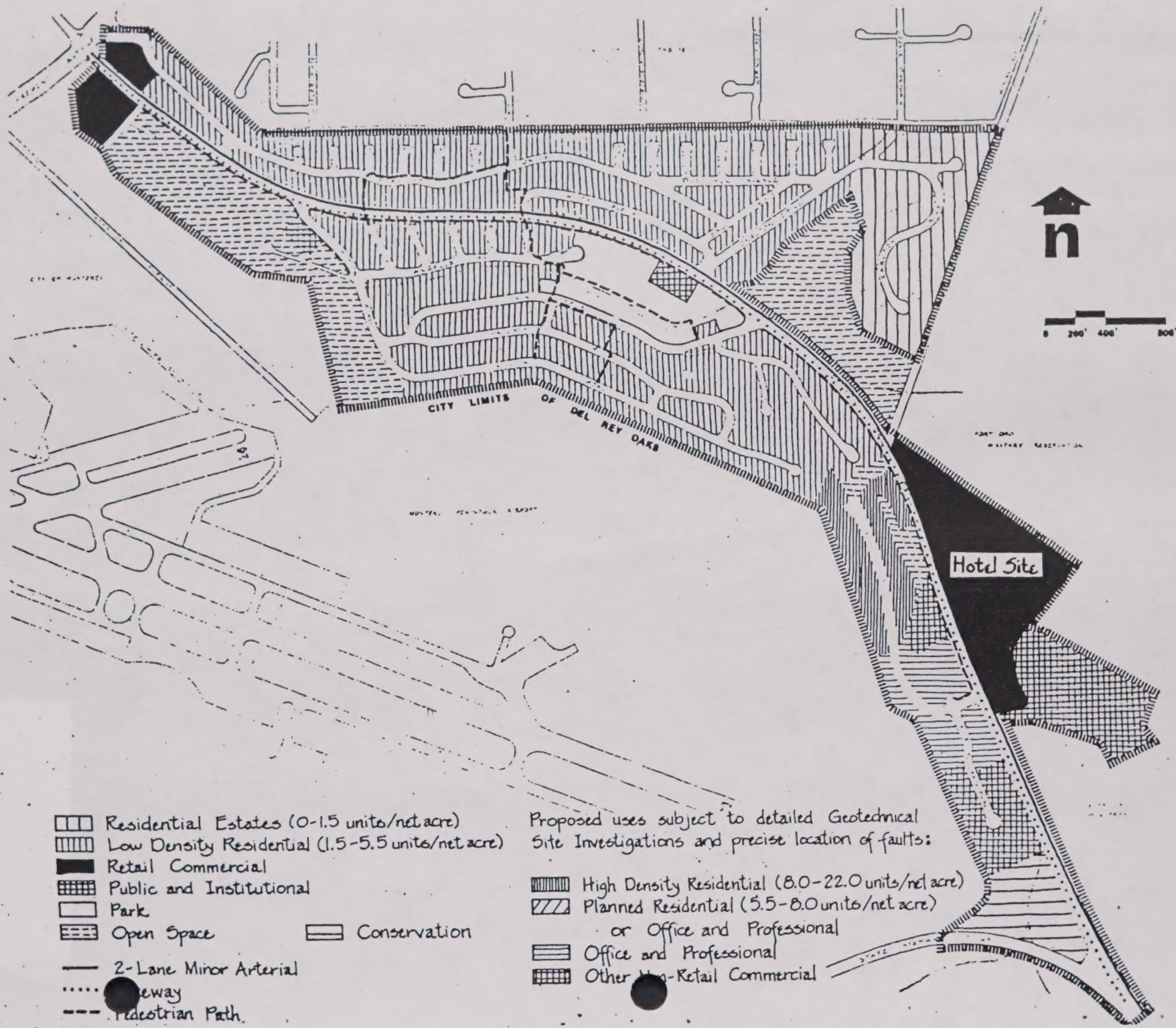
- a. Resist minor earthquakes without damage.
- b. Resist moderate earthquakes without structural damage, but with some non-structural damage.
- c. Resist major earthquakes, at the intensity or severity of the strongest earthquake in California, without collapse, but with some structural as well as nonstructural damage.

RISK CLASS 5 - MODERATE TO HIGH RISK GROUPS

Groups of structures such as large schools and government buildings, and structures with low seismicity ratings and moderate materials.

Assessable Damage: Not applicable.

general plan map



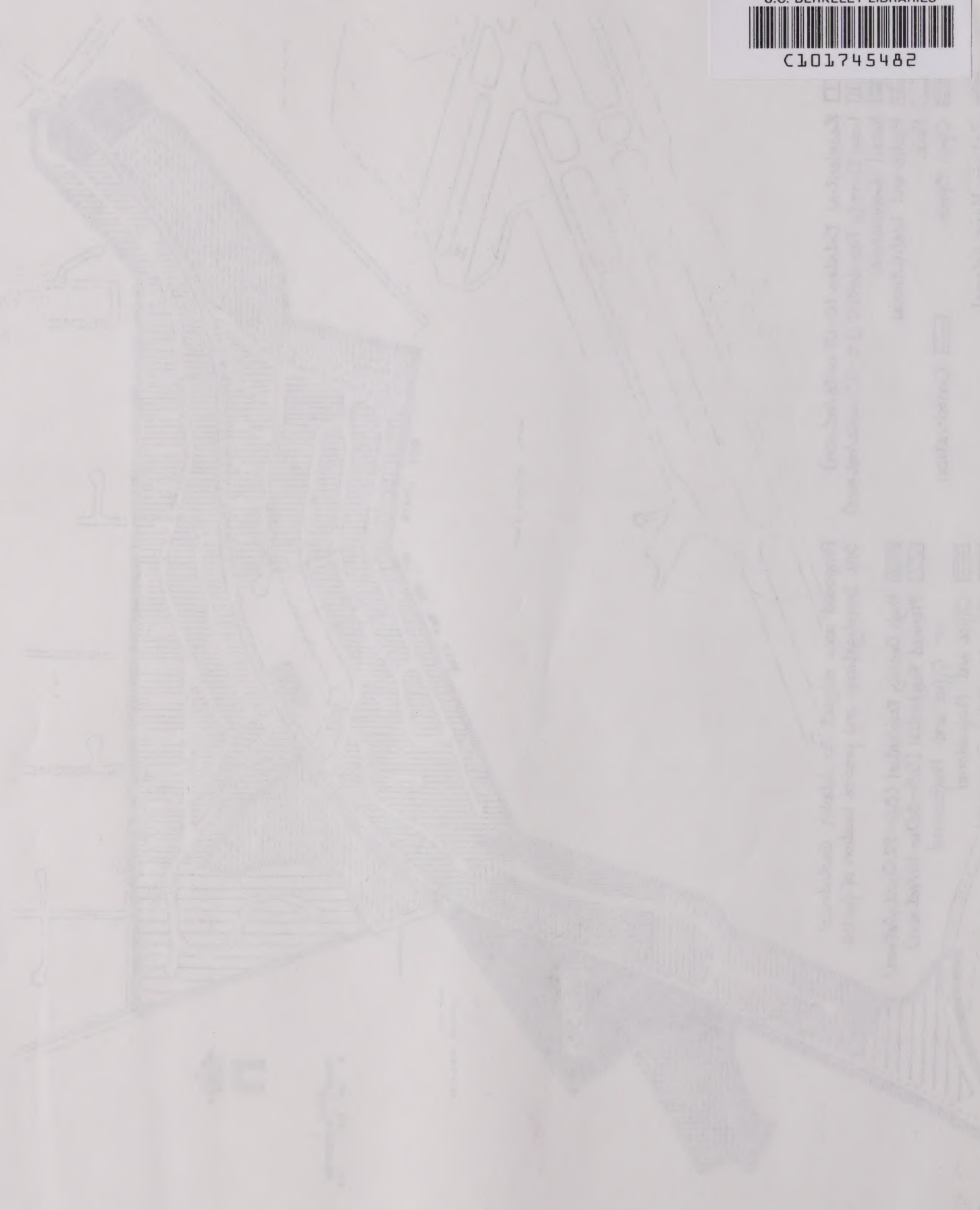
- Residential Estates (0-1.5 units/net acre)
- Low Density Residential (1.5-5.5 units/net acre)
- Retail Commercial
- Public and Institutional
- Park
- Open Space
- Conservation
- 2-Lane Minor Arterial
- Bypass
- Pedestrian Path

Proposed uses subject to detailed Geotechnical Site Investigations and precise location of faults:

- High Density Residential (8.0-22.0 units/net acre)
- Planned Residential (5.5-8.0 units/net acre)
- or Office and Professional
- Office and Professional
- Other Non-Retail Commercial



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